

## **AMENDMENTS TO THE SPECIFICATION**

Please replace Paragraph [0026] on page 9 with the following paragraph:

[0026] Further, the material according to the present invention has a 5x higher damping ratio as compared to steel (depending upon the design). This ~~increases in damping~~, increase in dampening reduces the high frequency ~~residence~~ resonance associated with certain steel and aluminum parts. This resonance is a contributor to poor noise properties in the vehicle. Further, as vibration dampers are used to dampen known vibrations, conventional dampers use rubber as a flexible element. The rubber deflection needs to be limited due to durability concerns. As opposed to the use of conventional dampers, the material according to the present invention can be modified to increase specific masses along nodal points 38 of known resonant frequencies for the component. This increases the overall damping of the structure and reduces the necessary material thicknesses for other components within the vehicle. Additionally, it reduces secondary assembly costs as it will reduce the number of mass vibration dampers needed on a vehicle.